



SCHOOL BUS, INC.

5100 W. 8th Street • Sioux Falls, SD 57107 • (605) 334-6644 • Fax (605) 334-4245

Steven C. Hey, President
Jim W. Shafer, Manager

DEPARTMENT OF EDUCATION "POINT OF CONTACT" **MAY 2007 NEWSLETTER**

2007 ANNUAL SCHOOL BUS DRIVER TRAINING and TRAIN the TRAINER SESSIONS ARE SET

This year we will be offering the required annual School Bus Driver Training (4 hours) and the "Train the Trainer" (TTT) (6 hours) sessions across the state. The following rules indicate who a bus driver is and who is required to attend this annual training. Training will be offered across the state, the same as last year. If you wish to have school bus driver training in your area please contact Harlow's Bus Sales in Webster, SD at 1-888-419-4023. The training sites will be posted on the State's web site and will be included in later newsletters. The deadline for having a training scheduled in your area will be July 2, 2007. Be sure to read all this information.

STANDARDS FOR STATE REQUIRED SCHOOL BUS DRIVER TRAINING

In the effort to meet the standards of ARSD 24:06:08:01, the Department of Education has contracted with School Bus, Inc. to provide access for bus driver training across the state. The requirement has been in place in South Dakota for the past several years. School administrators have been verifying their compliance by signing off on the assurance statement that validates yearly accreditation. Starting with the 2004/2005 school year, the Department of Education has required proof of bus driver training and in doing so, have found that many drivers have not been meeting this expectation due to either lack of time or availability.

24:06:08:01. Training of school bus drivers and bus attendants. School bus operators must provide annual training for school bus drivers in accordance with the section entitled "Driver" pages 79 to 82 and the section entitled "bus attendant" pages 82 and 83 in the National School Transportation Specifications & Procedures, 2000 Revised Edition. In addition, the following provisions apply:

- (1) The State approved pre-service training program shall include a minimum of two hours of classroom training, which will include knowledge of basic first aid procedures, and two hours of behind-the-wheel training to enable safe and efficient vehicle operation.**
- (2) The Annual State approved in-service program shall include a minimum of four hours of classroom and/or behind-the-wheel training.**

For the purpose of who needs training the following definition will apply to all schools and contractors for their School Bus Drivers and School Transportation Specialists:

A person who holds a valid driver's license, and who is employed or volunteers to drive any type of passenger vehicle that is leased, owned by a school or a school bus contractor that transports students to and from school, school activities or any other school related event in a vehicle of 10 passengers or more. This person must have within the last 12 months, completed a state approved four-hour in-service training that is designed to meet standards of ARSD 24:06:08:01.

The Department of Education and School Bus, Inc. will have school bus driver training videotapes and other materials available that allow districts to complete the training. It is, however, required that the training be facilitated by an individual that has previously been trained in a "train the trainer" session during the summer of 2006 for the following school year.

Pre-service training may be performed by a school district or contractor employee who has the working knowledge of the school bus and its special equipment. This training needs to be documented and placed in the employee's file to certify they have met the state minimum pre-service training requirement. All new employees hired during the school year will be required to attend the annual training each year.

Annual training offered between June 1 to May 31 of the next year will be applied to the current school fiscal year (Sept. to May).

“Train the Trainer” sessions will be held during the summer of each year for those who wish to train their own school bus drivers. Training sites across the state will be offered in July, August and September for those districts who wish to send their drivers to training sessions.

A minimum of ninety percent of each school districts bus drivers must receive the required annual training each school fiscal year. In emergency cases the Department of Education can overwrite the bus driver requirements in the personnel record form (PRF) system with the firm understanding that this training would be completed as soon as possible.

Districts need to plan to have all their drivers trained each school year to avoid a possible suspension of accreditation. Once your drivers have completed the required four hour in-service training, the Train the Trainer will forward the drivers names to School Bus, Inc. and they will compile a formatted list to be sent to DOE. The DOE will send out “Certificates of Completion” once the names have been turned in to them. Once the district has received the certificate of completion for its drivers, it is the responsibility of the district to up-date those (PRF) records to indicate the bus drivers have completed the training. All annual training will be done in a time frame to allow schools to certify that all drivers have been trained on their PRF. All required training is to be completed by October 15 of each school year.

TO: All Interested “Train the Trainers”

If you are interested in training your own school bus driver staff you must attend one of the following Train the Trainer (TTT) classes to become certified to train. Each session will be six hours in length. Each attendee will be able to use four hours of the class that fits their transportation needs the best. The State will only accept training lists turned in by one of the certified TTT. There will be three TTT sessions across the state again this year.

Each session will be from 8:00 AM to 3:00 PM. There will be a lunch break from 12:00 to 1:00. Attendees will be responsible for their own meals and room if they wish to stay overnight.

The first TTT session will be in Sioux Falls, SD on Monday, July 23, 2007 at School Bus, Inc., 5100 W 8th St. (from the intersection of 8th St & Marion Rd, go 1 block east on 8th St).

The second TTT session will be in Pierre, SD on Tuesday, July 24, 2007 at the State Library Building. The meeting room is on the main floor, just to the right inside the front door. The address is 800 Governors Dr. - located just above the Kneip Bldg. Take the street (E Broadway St) on the North side of the State Capitol and go East to Governors Drive. Turn north and go to the address above.

The third TTT session will be in Douglas, SD on Wednesday, July 25, 2007 at the Douglas Carrousel Elementary School at 421 Don Williams Dr. It is located from exit number 67 off of I-90 go north on Liberty Blvd, this will curve to the west, then turn north on Tower Rd, to Don Williams Dr and then turn west again.

Classes may be limited to the capacity of the room. Please register early. These will be the only three TTT classes held this year. Cost for each attendee will be \$75.00 per person. You may bring a check made payable to School Bus, Inc. the day of the training, pre-pay by sending us a check in the mail or we will bill the company (cost for non-tax exempt companies attending in the following cities will be: Sioux Falls \$79.44 w/tax, Pierre & Douglas \$79.50 w/tax) or school district after the training is completed. School Bus, Inc. will purchase a set of tapes for the TTT to use for their training. All attendees should bring a notebook, pen and pencil for the classes. The deadline for TTT registration will be Friday, July 2, 2007 for all three classes. You may register for any class by calling Jim Shafer (605-334-6644), sending a fax (605-334-4245) or an email to: jimschoolbusinc.sfsd@k12.sd.us Please reference “TTT, date and location you wish to attend”.

More Fuel on the Seat Belt Fire

A school bus crash in Ontario last week has added fuel to the seat belt debate. A bus transporting fourth graders on a field trip connected with a tractor-trailer truck in an apparent sideswipe, sending the bus onto the grassy median between sections of the highway. A ten-year-old student suffered fatal head injuries in the crash, and three others suffered serious but non-fatal injuries. In all, twelve of the 28 students on board were injured. Authorities as yet do not have an answer as to why a relatively minor crash resulted in such serious injuries. The bus did not roll over, and there was no serious intrusion from the impact. None of the children was ejected, but students reported that they were thrown around inside the bus. The coroner has called for an inquest, but in the meantime, editorial fever is running high on the need for seat belts. This will no doubt have an effect on seat belt discussions in the U.S. as well.

School Bus Safety: A Parent's Point of View

"Every morning I watch my children board their school bus before I head off to work. I don't give much thought to their safety, as I consider the driver to be well trained and knowledgeable. I also know that my kids have been given the "third degree" on how they better behave. But I have to admit that until I started to work closer with School Bus Officials for our NSTA and PA School Bus Programs, I never put a lot of thought into the importance of School Bus Safety. When I stopped to think about the responsibility this driver has, I couldn't imagine the stress such a job could cause..." To read the rest of this article, visit the following link (PDF file):
<http://www.yellowbuses.org/files/SBSKIG-parent.pdf>

EPA Issues New Guidelines for Brake and Clutch Repairers

Last week EPA announced the release of a new brochure entitled Current Best Practices for Preventing Asbestos Exposure Among Brake and Clutch Repair Workers.

The brochure provides information for automotive professionals, including State and local government employees, and home mechanics on preventing exposure to brake and clutch dust that may contain asbestos fibers.

The brochure summarizes work practices that can help to reduce or eliminate asbestos exposure, and identifies pertinent OSHA regulatory requirements for professional automotive mechanics.

This brochure replaces the existing 1986 document entitled "Guidance for Preventing Asbestos Disease Among Auto Mechanics" (EPA-560-OPTS-86-002), commonly referred to as the "Gold Book." A copy of the final brochure is available at www.epa.gov/asbestos.

Recalls

Caterpillar C7 engines installed on Freightliner chassis. The electronic control modules used on a small number of 6 cylinder, 7L turbocharged and air-to-air aftercooled diesel engines may malfunction, rendering the engine inoperable without warning. This could cause the bus to stall at highway speeds, and once the engine becomes inoperable, it cannot be restarted. Caterpillar will notify owners this month and repair the engines free of charge.

Thomas Built Minotaur, FX-65, MVP and HDX school buses, MY 1994-2002. The driver's seat belt may chafe against a metal bracket, causing premature wear. Thomas will replace any worn seat belts and replace or modify the retainer strip. The recall is expected to begin on May 25.

Thomas Built HDX and MVP school buses, MY 200-2003. The service air brake pedal, for both adjustable and nonadjustable brake pedals, may contact the front structure of the bus, limiting the maximum brake force available. Thomas will notify owners and repair the buses free of charge. Notification is expected to begin on April 30.

Mid Bus Guide and Guide XL, MY 2006, equipped with Ricon wheelchair lifts. Some buses fail to comply with FMVSS #403 for platform lift systems. The inner barrier interlock lift switch system in the lift base plate may not detect the presence of a passenger on the barrier and can allow the platform to move down more than one inch below floor level when occupied. This condition could result in personal injury to platform occupants. Mid Bus is working with Ricon to repair the lifts. The recall is expected to begin this month.

Thomas Built will issue a similar recall on various 2006-2007 models at the end of the month.

The information in this newsletter is distributed for information purposes only. It does not represent legal advice.